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REPLACEMENT PARAGRAPH – PAGE 7, FIRST FULL PARAGRAPH OF ORIGINAL SPECIFICATION

8/4/09
T.T.

The cover, that is, the inner profile, is shown in perspective as **figure 5**. Its webs 25, 26 have ~~has~~ transverse stiffeners 23 and the height of the webs reduces continuously so that the cover ends as a flat sheet.

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The central flange 24 of the cover has linear extension between the crash boxes₂ and the depth of the bumper beam at its middle is larger than its depth at its fastening portions. The depth relation should be at least 130% or rather at least 160%. The central flange 24 of the cover takes the tension load when the outer profile hits for example a post and it reduces the risk of local collapsing of the outer profile 14. Instead of collapsing, the bumper beam will have a dent. If the tension load would not be taken up, the outer profile 14 would tend to straighten out and bend the crash boxes outwards. At a high a- collision load, the crash boxes would bend outwards from each other and then, they could not deform as intended and could therefore not take up energy as intended. The central flange of the cover need not be exactly linear in order to take up tension load well. It should, however, be substantially linear, and bow form with a pitch of a few cm has a minor effect on the capability of taking up tension load.